

POMRIL

Pure Non alcoholic  
APPLE JUICE.

Per Dozen Quarts \$6.00.  
Per Dozen Pints \$3.50

H. Price & Co.

# The China Mail

ESTABLISHED 1843.

## CLUB WHISKY

Finest Value in the Colony.

\$14.00 Per Dozen

H. Price & Co.

No. 13,169

號六十月六年五零百九千一英

HONGKONG, FRIDAY, JUNE 16, 1905.

日四十月五年巳乙

PRICE, \$8.00 Per Month.

### MACWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

#### REGULAR Weekly Departures for EUROPE.

Parcels and Goods shipped to all parts of the World.  
All Expenses, including Duty and other destination charges, may be paid by sender, or otherwise as desired.  
Goods received for Storage, Packing, Shipment or Transshipment.  
Estimates for Freight and other charges upon receipt of Cubic Capacity, Contents, Weight and Value.

#### CHINA PARCEL EXPRESS.

Office—3, DUDDELL STREET.  
Hongkong, December 5, 1904. 1815

#### Intimations.

### HOTEL BALTIMORE

(Late Hotel America)

2, WYNDHAM STREET.

#### FIRST-CLASS HOTEL under European Management.

NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.

Three minutes walk from the Ferry Wharf.

Apply—THE MANAGERS.

Hongkong, June 14, 1905. 1151

### COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, PLATE, GLASS INSURANCE

and FIDELITY Guarantee Policies issued at Lowest Current Rates.

W. H. TRENCARD DAVIS, Branch Manager & Underwriter.

Hongkong, June 9, 1905. 1128

### ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.

WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make cleanliness a Specialty.

VICENTE BARCENILLA, Proprietor.

Hongkong, April 10, 1905. 403

### ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.

HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Snacks. We receive our Tobacco from Egypt by every mail. A Trial Order will be the most acceptable. We do not compete.

T. B. P. SPYRIDIS, Proprietor.

Hongkong, February 13, 1905. 323

### S. MOUTRIE & CO., LD.

PIANO AND ORGAN MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure of \$1.50 each, 5% on wholesale orders.

The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION.

Inspection Invited.

Hongkong, March 3, 1905. 455

### THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and

H.M. THE PRINCE OF WALES

Supplied at all the Leading Clubs and Hotels, and to be obtained from LANE CRAWFORD & Co., Queen's Road Central.

### Business Notices.

## W. S. BAILEY & CO.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.  
s.s. TOWAN, 2,383 tons, Captain R. D. Thomas.  
s.s. PATSHAN, 2,383 tons, Captain W. A. Valentine.  
s.s. HANKOW, 2,383 tons, Captain C. V. Lloyd.  
s.s. KINSHAW, 1,993 tons, Captain J. J. Lonsdale.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday Excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

#### Hongkong-Macao Line.

s.s. LUNGSHAN, 1,993 tons, Captain W. E. Clark.  
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).  
Departures from Macao to Hongkong daily at 8 a.m. Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and returning from Macao at 7 p.m.

#### Canton-Macao Line.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

s.s. SAIKAM, 688 tons, Captain J. Wilcox.  
s.s. NANKING, 688 tons, Captain C. Butcher.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

#### Hongkong-Wuchow Line.

The Twin Screw Steamer, s.s. HONGKONG, 688 tons, Captain J. Wilcox, makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days. This Fine New Steamer has Excellent Saloon Accommodation and all Modern Comforts.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

## PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.  
THREE MINUTES' WALK FROM POST OFFICE.  
SPECIAL TERMS FOR MONTHLY BOARDERS.  
RATES MODERATE.  
29, WYNDHAM STREET.  
Hongkong, September 6, 1904. 1035

## HARRIS KEENEY COMPANY

BEG to announce that they HAVE OPENED a SHOW ROOM in PEDDER STREET, Next to the Post Office, just opposite the main entrance to the Hongkong Hotel, with a full line of High-grade FINE, RATTAN and HARDWOOD FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.

Hongkong, April 22, 1905. 19

## CLARK'S STUDIO, 4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALTY.

Hongkong, October 5, 1904. 1812

FOR SALE.

#### ONE TEAKWOOD LAUNCH.

Length 6' 6".

Breadth 10' 6".

Depth 1' 6".

Boiler 5' 6" x 6' 6".

Engines 7' 14" x 10".

Compound Surface Condensing.

For further particulars, apply Box 74, Care of 'China Mail' Office, Hongkong, June 7, 1905. 1117

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

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## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.  
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
**EASTMAN'S KODAKS AND FILMS.**  
64, QUEEN'S ROAD.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
64, QUEEN'S ROAD CENTRAL.

**JAPAN COALS.**  
**KAISHA**  
(MITSUI & CO.)  
HEAD OFFICE: 1, BUNDO-CHO, TOKYO.  
LONDON BRANCH: 34, LIME STREET, E.C.  
HONGKONG BRANCH: 1, PRINCE'S BUILDINGS, 105 HONG KONG STREET, FIRST FLOOR.

OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Canton, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Madozuru, Kure, Shimonoeki, Moji, Waka-  
saka, Kanazawa, Nagasaki, Kuchikatsu, Saebou, Makazuru, Mike Hakodate,  
Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the  
State Railways; Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Hondo, Kanade, Fujinotani, Mamoura,  
Onoda, (Steel), Gasshara, Tsubakura, Yoshinotani, Yusho, Yonokibara, and others.  
S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

UNTOUCHED BY HAND.  
**MELLIN'S FOOD**  
INFANTS and INVALIDS.  
MELLIN'S FOOD is free from Starch  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**WELLINGTON KNIFE POLISH**  
**WELLINGTON SILVERSMITHS**  
BLACK LEAD SOAP FOR CLEANING PLATE.  
POLYBRILLIANT METAL POLISH  
NEVER BECOMES DRY OR HARD LIKE OTHER METAL PASTES.  
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" Mills, LONDON.

**DINNEFORDS**  
The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Nervous Excitation, Bilious Affections.

**DINNEFORDS MAGNESIA**  
Safest and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the  
Sickness of Pregnancy.

**van Houten's**  
"A perfect beverage,  
combining Strength,  
Purity and Solubility."  
—Medical Annual.  
"What does 'Van Houten's' mean, Mother?"  
"It means the Best Cocoa, my dear."

## Intimations.

**COAL DEPARTMENT.**

**MARUNO-UCHI, TOKIO.**

Cable Address: "IWASAKI,"  
which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.

ALL, ABC 6th EDITION, WESTERN  
UNION CODES USED.

ALL LETTERS ADDRESSED  
MANAGER, MITSUI BISHI CO., WITH  
NAME OF PLACE UNDER.

**BRANCH OFFICES.**  
NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

**AGENCIES:**

SHANGHAI: H. J. H. TAPP.  
HONGKONG: H. V. J. J. J. J.  
YOKOHAMA: M. ASADA.

CHINKIANG: GEARING & CO.

MANILA: MACDONALD & CO.

CONTRACTORS OF COAL to the Imperial  
Japanese Navy and Foreign Navies;  
the Imperial Armies; the Imperial Rail-  
ways; Sanyo, Kishu and the other Principal  
Railways; Industrial Works; Home and  
Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,  
Shanghai, Bangkok, Singapore, Manila,  
North China, Korea, ports and America.  
SOLE PROPRIETORS of Takashima,  
Ochi, Shinow, Namazuta and Kani-  
Yamada Collieries, and also Hojo Colliery,  
which will shortly be ready to produce on  
a large scale the best Buzen Coal.

Sole Agents for Kigyo, Komatsu (Tagawa)  
and Yashimochi Collieries (Kariwa).  
The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
Collieries.

Coal sold in 1904 by the Company  
amounted to 1,520,000 tons.

**TAKASHIMA COAL.**

Now and additional shafts at the Takashima  
Colliery have been completed and this  
well-known best and most economical  
coals will be ready to supply in any  
quantity.

Hongkong, March 11, 1905.

**NIPPON LAUNDRY.**

No. 52 and 53, PRAYA EAST.

ALL Work done in this Establishment  
is promptly executed. Neatness,  
Speciality, Dyeing and Washing done by  
experienced Japanese. Prices Moderate.  
G. MONY, Proprietor.  
Hongkong, February 13, 1905.

**CARMICHAEL AND CLARKE.**

CONSULTING ENGINEERS AND  
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS,  
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG,  
A. B. C. Code, 4th Edition.  
Lieber's Standard Code.  
TELEPHONE, 222.  
Hongkong, March 14, 1905.

**VIAVI REMEDIES**

ASSIST NATURE.

A PURELY VEGETABLE compound  
used with great success for Mothers  
and Daughters. Advice Free.

Mrs. WEBB, Manageress, VIAVI OFFICE,  
26, LEIGHTON HILL ROAD, HONGKONG,  
Kowloon, East, Near Race Course and No. 1  
Police Station.  
Hongkong, May 16, 1905.

**MRS. CHEUNG.**

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur.  
ENLARGEMENTS A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORNER.

**SING ON & CO.**

Nos. 35 & 37, HING LOONG STREET.

IRON, STEEL, METAL AND HARD-  
WARE MERCHANTS.

Retail and Wholesale Ironmongers, Pig Iron  
and Foundry Coke Importers, and General  
Storekeepers. PRICES MODERATE.  
Hongkong, December 14, 1904.

**THE HONGKONG**

**DOCKS.**

A Record of the Founding  
and Development of the  
Hongkong and Wharves  
Dock Co., Limited.

Reprinted from the "China Mail."

Price 50 Cents.

To be had at the "China Mail" Office,  
5 Wyndham Street.

**DOUGLAS STEAMSHIP COMPANY.**

LIMITED.

NOTICE.

THE Certificate No. 246 for 25 Shares  
in the above Company numbered  
14306 to 14330 inclusive, standing in the  
Register of Shareholders in the name of  
TONG SHOU KANG, also the Certificate  
No. 25 Shares in the above  
Company numbered 14331 to 14355 inclu-  
sive, standing in the Register of Share-  
holders in the name of TONG SHOU  
KIANG, having been lost, it is thought,  
for the destruction of the Steamship Yuen  
T'ao by fire in the Yangtze River on or  
about the 26th April, 1905. NOTICE IS  
HEREBY GIVEN that Duplicate Certifi-  
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and Moscow cohorts now rallying—for the sake of sweet morsels, rubles, and bottles of vodka—under the political banner inscribed "extirpation of revolt" and "the destruction of reactionary coalition." This is to them the highest form of appeal, it is imperial compliment, the most grateful of all kinds of commendation.

But the menacing autocratic chorus of the twentieth century is as cowardly as was the terrible Czar of the sixteenth century. Summoning the police to a stern moral sense of duty and to a consciousness of their official responsibility, the throne, altar, and country, and endangering the hands of "patriots" from the consors who sell themselves outright to the bureaucratic functionaries of the "Russian League," the autocracy throws down the white flag in the form of the receipt issued in the name of Bulygin (Minister of the Interior).

A black band and a white flag! Is it possible to have any faith in the white flag which floats over the Daku murderers and the Kurek sanguinaries? For this white flag is not a harbinger of peace but an ambush of mercenaries. Against this ambush we must summon all our strength and turn our weapons.

For the white flag is not merely an ambush. It denotes not only a snare, not only a rear attack by the whole black band of organized autocracy. The white flag of the Bulygin receipt is a symbol of the cowardice and weakness of the autocracy, and, as such, it is a promise to us of final and complete victory. It tells us of our own strength, of the inevitable strength of the liberating movement.

It will suffice merely to fall with all this strength upon the tottering autocracy, and it will collapse beneath the pressure of the huge wave of Russian solidarity and beneath the weight of its own ineffectuality. But in the application of this pressure, if we wish to avoid any other kind of pressure, it is impossible to delay.

The revolution is not waiting. It is in the clearest fashion to those who stand above: "If we can not band the gods on high we will stir the depths of Acheron beneath." There has been revolution that hesitated, but this time the hesitation can not be for long. With the Acheron of the laboring masses in the cities the revolution got into touch and subsided on the historical day in last January. But what if, this time, the revolution aims against the autocracy the depths of rural life? Russian revolution has a magic word for this purpose. It is the simple and effective word "land."

It unifies and embraces rural Russia. When the Russian revolution has thrown this word among the masses and when the masses have taken it up, autocracy will perceive that against its black bonds the revolution can bring its red millions.

Historical events and processes have their iron logic. The logic Russian revolution, whether we would have it so or not, points the way from "the gods above" to "Acheron," from the noble Dekabrist [name of the conspirators of 1825 in St. Petersburg] to the plebeian educated elements from the plebeian educated elements to the workmen of the cities, and from the workmen of the cities to the peasants.

This autocracy, not wishing to yield to public opinion, as in the case of the acts and words of Father Capon, brings the Czar face to face with the workmen. Autocracy not wishing to yield to the workers, revolution will bring it into conflict with the peasants.

The revolution, we said, is not waiting. But while the eleventh hour has still to strike, it is possible that the liberating movement of the democratic constitutional reformers will be kept in the path of peaceful effort for reform. But from such a narrow, in view of the character and acts of the dreaming Czar, nothing whatever is to be hoped. That is why the month of February ushered in not an era of internal peace but a period of further tension. Democratic political reforms and fundamental social reforms must take place and will take place. But they can not be realized otherwise than through the most tremendous upheavals.

So decrees Czar Nicholas. Translations made for The Literary Digest.

## Auctions.



THE Undersigned have received instructions from ARATHOON SMITH, Esq., Registrar, Supreme Court, to Sell by Public Auction,

## SATURDAY,

the 17th June, 1905, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Co.'s Godown, Kowloon, 49 BUNDLES WARE COATS, 1 CASE WASH BOARDS, 2 CASES PENCILS, 1 CASE RUBBER SAMPLES, 2 CASES SEWING MACHINES, 1 CASE RUBBER GOODS and 14 CRATES WASH BOARDS.

Terms:—As usual.  
Auctioneers: HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, June 15, 1905. 1132

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

## TO-MORROW,

(SATURDAY), the 17th June, 1905, commencing at 2.30 P.M. sharp, at their Sales Rooms, No. 8, DES VŒUX ROAD, (Corner of Ice House Street),  
A VERY FINE COLLECTION OF JAPANESE CURIOS AND WORKS OF ART.

Comprising:—  
SILK-EMBROIDERED PALACE and TEMPLE HANGINGS, BEN COVERS, CUSHIONS, VERY FINE SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BOWLS and BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD and SILVER CLOTHES WARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c., &c.

2 JAPANESE BULL DOGS.  
Catalogues will be issued.  
Terms:—As usual.  
Auctioneers: HUGHES & HOUGH,  
Hongkong, June 14, 1905. 1133

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

## SATURDAY,

the 17th June, 1905, at 2.30 P.M., at his Sales Rooms, DUNDRELL STREET,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Full Particulars from Catalogue).  
On View from Friday, the 16th June.  
Terms:—Cash on delivery.  
GEO. P. LAMMER, Auctioneer.  
Hongkong, June 13, 1905. 1145

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRIA BUILDINGS, Des Vœux Road Central.  
JOHN D. HUMPHREYS & SON  
General Managers.  
Hongkong, December 30, 1904. 1093

## ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN.  
"CHINA MAIL" Office, May, 1904.

## THE OWL, GRILL &amp; OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS of LIQUOR served with Meals. Special Rates to Monthly Boarders.  
No. 51, DES VŒUX ROAD CENTRAL.  
Hongkong, March 14, 1905. 532

## HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.  
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. H. NEWBOLD, Proprietor.  
Hongkong, April 1, 1905.

## ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

## SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM

## THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905. 972

## MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 23 or 30 days.

## EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DEP.
June 17	P. & O. Bengal	London	July 16	July 23
June 21	G. M. S. Zieten	Hamburg	Aug. 3	—
June 27	M. M. Caladenien	Marseilles	July 25	July 24

## CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP.
1905			1905
June 21	G.P.R. Empress of India	Vancouver.	July 12
July 12	do. Empress of Japan	do.	July 29
July 19	do. Empress of China	do.	Aug. 2
Aug. 9	do. Empress of India	do.	Aug. 23
Aug. 9	do. Empress of Japan	do.	Aug. 23
Sept. 23	do. Empress of India	do.	Oct. 13
Sept. 23	do. Empress of Japan	do.	Oct. 13
Sept. 20	do. Empress of Japan	do.	Oct. 11

## AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP.
1905			1905
June 22	O. & O. Coptic	San Francisco.	July 21
July 6	P.M.S. Siberia	do.	Aug. 4
July 18	P.M.S. Mongolia	do.	Aug. 15
Aug. 22	P.M.S. China	do.	Sept. 25
Aug. 11	O. & O. Doris	do.	Sept. 8
Aug. 18	P.M.S. Manchuria	do.	Sept. 15
Sept. 1	P.M.S. Korea	do.	Sept. 11

## AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP.
1905			1905
July 5	O. N. Chingta	Sydney.	July 28
July 12	E. & A. Australian	do.	Aug. 2
Aug. 2	O. N. Talyan	do.	Aug. 25
Aug. 9	E. & A. Empire	do.	Aug. 30
Aug. 14	O. N. Teiman	do.	Sept. 6
Sept. 6	E. & A. Eastern	do.	Sept. 27
Sept. 10	O. N. Changsha	do.	Oct. 12

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported as
Albion	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Weihaiwei
Albion	battleship, 1st class	12,000	42	13,500	Captain Sydney R. Fremantle	On way home
Albion	cruiser, 1st class	1050	6	1400	Reserve	Hongkong
Albion	cruiser, 2nd class	11,000	12	16,500	Capt. R. N. Ommanney	Hongkong
Albion	cruiser, 2nd class	4300	10	—	Captain L. G. Tufnell	Shanghai.
Albion	gunboat, 1st class	4300	10	7000	Capt. H. H. Torlesse	Mitsui
Albion	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Albion	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Albion	gunboat, 1st class	1070	6	—	Comdr. Luard	Singapore
Albion	battleship, 1st class	10,700	14	13,000	Captain Fegan	Hongkong
Albion	water tank and tug	300	—	300	—	Hongkong
Albion	torpedo boat destroyer	1070	—	—	Comdr. H. D. Wilkin, D.S.O.	Fouchow
Albion	battleship, 1st class	12,950	10	13,500	Lieut. Comdr. Stovenon	Hongkong
Albion	torpedo boat destroyer	275	6	4000	Captain Hon. Walter G. Stopford	Weihaiwei
Albion	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Albion	Special Torpedo-vessel	12,000	—	2400	Lieut. Com. Richards	Hongkong
Albion	cruiser, 1st class	12,000	—	2400	Capt. E. W. Charlton	Hongkong
Albion	storeship	1640	—	800	Captain Shortland	Weihaiwei
Albion	cruiser, 3rd class	3800	17	9000	Lieut. Comdr. P. M. Bladon	Hongkong
Albion	torpedo boat destroyer	280	6	3900	Captain W. B. Faulkner	Hongkong
Albion	river gunboat	—	—	—	Reserve	Onkong
Albion	river gunboat	180	2	900	Lt. Comdr. E. V. R. Dugmont	Yangtze
Albion	battleship, 1st class	12,950	10	13,500	Lt. Comdr. F. B. Noble	Hongkong
Albion	torpedo boat destroyer	350	6	6300	Captain T. G. Groat	Singapore
Albion	surveying-vessel	1015	6	1400	Reserve	Hongkong
Albion	river gunboat	85	2	240	Comdr. C. E. Moure	Hongkong
Albion	river gunboat	85	2	240	Lt. Com. R. E. Vaughan	West River
Albion	cruiser, 2nd class	3600	8	240	Reserve	Hongkong
Albion	river gunboat	85	2	240	Lt. Com. H. T. Atlay	West River
Albion	cruiser, 1st class	12,000	14	21,000	Capt. G. H. H. Moore	West River
Albion	torpedo boat destroyer	280	6	6500	Lt. Comdr. Davidson	Weihaiwei
Albion	receiving ship	180	2	900	Captain Wm. L. Grant	Hongkong
Albion	river gunboat	180	2	900	Reserve	Hongkong
Albion	cruiser, 2nd class	2400	8	900	Commodore Dickon	Yangtze
Albion	coast defence gunboat	12,950	10	13,500	Lt. Comdr. E. Lecrota	On passage home
Albion	battleship, 1st class	12,950	10	13,500	Capt. J. A. O. Wilkinson	Hongkong
Albion	torpedo boat destroyer	350	6	6300	Reserve	On way home
Albion	surveying ship	820	—	450	Capt. Leach-Stewart, C.M.G.	Hongkong
Albion	torpedo boat destroyer	350	6	6300	Lieut. Comdr. A. Gregory	Hongkong
Albion	river gunboat	150	2	500	Comdr. R. W. Alcock	Hongkong
Albion	river gunboat	150	2	500	Lieut. Com. O. E. L. Thomas	Upper Yangtze
Albion	river gunboat	150	2	500	Lieut. Com. O. W. Wrightson	Upper Yangtze

\* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

\* Flag of Rear-Admiral the Hon. A. G. Carson-Howe, C.B., C.M.G.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Asperu	Austro-Hungarian cruiser	2437	20	7500	Capt. Friedrich Grunenberg	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirl Prans	Shanghai
Achéron	French armoured gunboat	1798	10	1700	Comdr. Lefevre	Salmon
Alouette	French gunboat	300	7	400	Lieut. A. Varnay	Salmon
Argus	French gunboat	123	—	500	Lieut. Crespin	Hongkong
Avallanche	French gunboat	478	9	450	Lieut. Jannet	Salmon
Bengali	French gunboat	580	9	150	—	Haiphong
Bugeaud	French cruiser	3740	29	9000	Capt. Lefevre	Salmon
Casse-tête	French gunboat	140	5	150	—	Salmon
Châteaufort	French cruiser	6018	18	17,000	Captain V. Poldrons	Salmon
Decidée	French gunboat	626	4	438	Commander Lond	Salmon
D'Aless	French cruiser	680	10	900	Commander L'Est	Haiphong
D'Aless	French gunboat	4090	21	9500	—	Salmon
D'Aless	French destroyer	850	7	303	Lieut. Jehenne	Salmon
Gueydon	French cruiser	9976	36	20,200	—	Haiphong
Henri Dutilleul	French gunboat	307	7	390	Lieut. Comdr. Beaumont	Haiphong
Javelin	French destroyer	1250	6	2900	Commander Lo Gallant	Haiphong
Kersaint	French cruiser	9700	12	19,000	Captain Croc	Shanghai
Montcalm	French gunboat	350	7	300	Lieut. de Yvan Prat	Haiphong
Mosquit	French torpedo-boat	4015	27	5500	Capt. Hourat	Along Day
Pascal	French cruiser	350	7	600	Comdr. Benne	Faras
Pistolet	French torpedo-boat	9437	3	700	Lieut. de Wobert	Hongkong
Redoutable	French cruiser	1798	10	1700	Capt. Vincent	Salmon
Skyr	French cruiser	9558	—	20,000	Captain Gribouin	Salmon
Sully	French gunboat	629	2	600	Lieut. Holgu	Along Day
Surprise	French gunboat	6150	23	4680	Captain Blonde	Along Day
Taking	French cruiser	123	7	300	Lieut. Carol	Canes
Vauban	French cruiser	11,000	38	14,000	Captain Frowe	Tsingtau
Vigilante	French gunboat	1778	15	2600	Comdr. von Stindt	Singapore
First Bismarck	German cruiser	6230	34	10,000	Capt. Weber	Tsingtau
Göler	German cruiser	6500	37	10,000	Capt. Baron Schlimmshausen	Singapore
Haus	German gunboat	1000	10	1300	Comdr. Baron von M. Hülse	Shanghai
Jaguar	German gunboat	850	10	1244	Comdr. Klobbe	Nanking
Luchs	German gunboat	1009	8	875	Comdr. Krosenke	Hankow
Möwe	German cruiser	1640	15	2800	Comdr. von Grumbkow	Manila
Saxoth	German cruiser	2600	24	3500	Captain Völz	Tsingtau
Thetis	German gunboat	900	10	1200	Comdr. Delmink	Tsingtau
Tiger	German gunboat	170	5	500	Comdr. Glibber	Hongkong
Tingtau	German gunboat	—	3	500	Lieut. Schaf	Canton
Vorwärts	German gunboat	—	3	500	—	Shanghai
Albany	Italian cruiser	2300	10	7471	Captain Borea Rice	Shanghai
Annapolis	Italian cruiser	3000	—	—	Captain Freabitter	Shanghai
Bainbridge	Italian cruiser	2498	29	7000	Capt. Pescetto	Shanghai
Baltimore	Portuguese cruiser	1986	14	4900	Captain d'Antas Ribeiro	Hongkong
Barry	Portuguese gunboat	720	—	—	Capt. Manuel Vasco de Carvalho	Macao
Bell	Portuguese cruiser	3215	20	6000	—	—
Berry	U. S. cruiser	3769	23	7500	Capt. Drey	Cavite
Birmingham	U. S. gunboat	1000	12	1227	Capt. Kohrer	Shanghai
Boston	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Manila
Buffalo	U. S. cruiser	4000	—	—	Capt. Sampson	Manila
Bullhead	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Bullhead	U. S. gunboat	420	10	600	Lieut. Diamatz	Canton
Bullhead	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Bullhead	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Manila
Bullhead	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garnall	Manila
Bullhead	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Bullhead	U. S. gunboat	1392	8	1888	Comdr. J. Hood	Shanghai
Bullhead	U. S. monitor	3990	4	3000	Comdr. P. E. Sawyer	Manila
Bullhead	U. S. monitor	4084	4	6244	Captain Mahan	Shanghai
Bullhead	U. S. monitor	3990	4	3000	Comdr. J. B. Milban	Cavite
Bullhead	U. S. cruiser	3437	20	7500	Comdr. G. B. Harbo	Manila
Bullhead	U. S. cruiser	3213	19	7500	Captain Burrill	Manila
Bullhead	U. S. gunboat	420	7	8000	Ensign J. E. Bass	Cavite
Bullhead	U. S. gunboat	201	3	280	Capt. Bennett	Cavite
Bullhead	U. S. gunboat	4000	14	—	—	—
Bullhead	U. S. cruiser	3213	18	7500	Capt. Davies	Hongkong
Bullhead	U. S. cruiser	4098	27	9913	Capt. Marshall	Shanghai
Bullhead	U. S. cruiser	1000	15	1118	Capt. Voss	Manila
Bullhead	U. S. gunboat	347	3	600	Comdr. Marshall	Shanghai
Bullhead	U. S. gunboat	1397	8	1894	Lieut. H. A. Wiley	Shanghai
Bullhead	U. S. gunboat	12,000	50	12,000	Comdr. A. W. Doda	Shanghai
Bullhead	U. S. flag ship	12,000	50	12,000	Captain Clower	Manila



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**TANSAN**  
A NATURAL MINERAL  
WATER Bottled at the  
Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Bottles \$6.50

Per Case of 100 Bottles \$8.00

Crisp,

Delicious,

Invigorating.

Drink

the

World

Renowned

Nerve and

Muscle

Strengtheners.

THE Original and Genuine is J. Clifford

Wilkinson's.

ACTS gently, Acts pleasantly, Acts

beneficially.

NOTHING like it, for depressed

Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can eclipse its popularity

can be obtained at all 1st Class

Hotels and Bars in the FAR

EAST.

Beware of fraudulent

IMITATIONS

The only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, June 3, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

NEW

SICILIAN

ALPACAS

FOR

SUMMER COWNS,

in Grey, Brown, Fawn,

Navy and Light Colors.

'Eclipse'

DRESS

LINENS

in Navy Blue, Butcher

Blue, Light Blue, Green,

Dark, Red and Fawn.

AT

75 Cts. per yard.

INSPECTION INVITED.

WILLIAM POWELL,

LIMITED.

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Telephone No. 135.

BOTTLED ALES AND BEERS.

Ind. Co. & Co., per doz. \$18.00 \$2.10

Co. Ale, 8, Pts. \$18.00 \$2.10

Base, Light, 4, Qts. 18.00 4.50

Do., 8, Pts. 20.00 2.50

Base, Beer's, 8, Pts. 26.00 3.30

Amstel Pilsener, 4, Qts. 16.50 4.15

Do., 8, Pts. 16.50 2.75

Prima Ludwig, 6, Pts. 16.00 2.70

Munich, Dark, 4, Qts. 16.50 4.15

Do., 8, Pts. 16.50 2.75

Bima American, 6, Qts. 27.00 4.60

Do., 10, Pts. 23.00 2.85

Yebisu, Japanese, 8, Pts. 15.50 2.00

Light, 8, Pts. 15.50 2.00

BOTTLED STOUT.

Ind. Co. & Co., 8, Pts. \$18.50 \$2.35

Guinness, Beer's, 4, Qts. 19.00 5.00

Guinness, Beer's, 8, Pts. 24.00 3.00

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H. PRICE & CO.,

12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auctions.

11 a.m.—Auction of 49 Bundles Wire

Cots, etc., at the Hongkong & Kowloon

Wharf & Godown Co.'s Godown,

Kowloon.

2.30 p.m.—Auction of Japanese Curios,

etc., at Messrs Hughes & Hough's

Sales Rooms.

2.30 p.m.—Auction of Household Fur-

niture, at Mr Geo. P. Lammer's Sales

Room.

Meeting.

4 p.m.—Second Meeting of Hongkong

Gymkhana Club.

Miscellaneous.

Transfer Books of China Light & Power

Co., Ltd., closed from this date to 21st

June inclusive.

Goods per Coptic undelivered after noon

this date will be loaded.

General Memoranda.

Monday, June 19—

3 p.m.—Auction of Household Property

at Messrs Hughes & Hough's Sales

Room.

Goods per Coptic undelivered after

this date subject to rent.

Tuesday, June 20—

12.30 p.m.—Meeting of Hongkong High-

Level Tramways Co., Ltd., at the Re-

gistered Office.

Wednesday, June 21—

11 and 11.15 a.m.—Meetings of China

Light & Power Co., Ltd., at the Com-

pany's Office.

Thursday, June 22—

Goods per Coptic not cleared at 4 p.m.

on this date subject to rent.

Watson's Prickly

Heat Lotion

A RELIABLE AND EFFICACIOUS

REMEDY.

Immediately relieves the irritation.

Watson's House-

hold Ammonia

FOR THE BATH, TOILET AND

HOUSEHOLD.

Promotes a healthy action of the skin,

counteracts all effects of perspiration,

and is as refreshing and invigorating

to the system as a Turkish Bath.

Watson's Carbo-

lic Soaps.

RECOMMENDED BY THE MEDICAL

PROFESSION.

A. S. WATSON & CO.,

LIMITED,

THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

## BIRTHS.

On June 6, at 'Fontenay', Penang, the

wife of Mr. D. L. D. of a Daughter.

On June 6, at 2 Quinlan Road, Shang-

hai, the wife of A. E. ALMAN, of a Son.

On June 10, at No. 12, Chinsoong Road,

Shanghai, the wife of A. E. ALMAN, of a

Daughter.

MARRIAGES.

On June 6, at St. Andrew's Cathedral,

Singapore, Percy, eldest son of Foster

Cunliffe, of Old Trafford, Manchester, to

Frances Rosa Webb, second daughter of

Mrs Charles Estcourt, Wolverston, Dis-

bury.

On June 10, at Holy Trinity Cathedral,

Shanghai, by the Rev. A. J. Walker, M.A.,

Charles, only son of Robert Richard,

of Edinburgh, to Esther Braithwaite, second

daughter of the late William James Bayle,

of Shanghai.

DEATH.

On Saturday, June 10, at the Shanghai

General Hospital, Captain H. H. CRONIN,

aged 67 years.

NOTICE TO CORRESPONDENTS.

All business communications for this

issue should be addressed to THE MANA-

GER.

Communications intended for publication

should be addressed to THE EDITOR, and

not to any person by name.

We cannot undertake to return rejected

communications.

Any communication not accompanied

by the signature of the writer will be

rejected without consideration.

All communications must be legibly

written upon one side of the paper.

Telephone No. 22.

The China Mail.

HONGKONG, FRIDAY, JUNE 16, 1905.

THE RUSSIAN PIRATES.

It is impossible to regard with feelings

of tranquility the dastardly outrages

recently committed in these seas by the

Russian Volunteer cruisers "Dnieper"

and "Rion." By sinking the British

steamer "St. Kilda," and the German

steamer "Tetartus," these irresponsible

rovers have added to their already long

list of unlawful depredations when sail-

ing under the names of "Smolensk"

and "Petersburg." In the Red Sea their

unwarranted interference with peaceful

commerce evoked the utmost indigna-

tion in Great Britain and on the Con-

tinent, and caused feeling to run so

high at home that war with Russia

was actually spoken of. Diplomacy

averted anything approaching such a

calamity, however, and when the incident

had been crowded from public memory

by the rapid progress of events at the

seat of war, the raiders quietly crept

from sight, changed their names, and

ever together like Castor and Pollux,

reappeared in these waters with the

Baltic fleet. Whilst that combination

was proceeding to its doom in the 'Ta-

shima Straits the piratical couple cruised

about the China Sea searching for un-

armed prey. They would not face the

batteries of Japan. Their style of war

was that provided by 'unarmed

merchantsmen, and their initial victory

in this vicinity, so far as we can learn,

was the capture of the oil steamer

"Oldhamia." The knowledge that the

commerce destroyers were lurking about

induced considerable consternation in

shipping circles here and seriously

disrupted business. The Commodore

was, as a precaution, notified of the fact

that merchant vessels were in jeopardy,

but with the characteristic coolness and

indifference of the British navy, little

or no notice was taken of the obvious

desire for assistance and protection. A

big fleet of war vessels was at anchor in

the harbour, but not one of them was de-

patched to inquire into the justification

or otherwise for the raiding or to

offer protection to other vessels

on their way to or from Hong-

kong. The result was that several

departures were delayed. The P. and O.

steamer then in port—carrying the En-

glish mail for Japan—would not proceed

to sea, whilst there was any doubt as to

what her end would be, and the "St.

Kilda" volunteered to carry the mails

and cargo. She was convinced the

cargo was not contraband, and set out,

but not with the protection that should

have been accorded her and other

vessels by the British Admiralty. Eighteen

shots put an end to her plucky

voyage, not very far distant from

Hongkong. Her mails and crew were

carried away down to Singapore, and

the pirates who sank the vessel

have been permitted to roam the sea

uninterruptedly. Our strong China

squadron rode lazily at anchor whilst

our mercantile shipping took care of

itself, and that fact leads us to ask what

are our war vessels for if they are not

to give protection to British interests?

The indifference displayed by the local

Admiralty officials is nothing short of

disgraceful. Had they despatched ves-

## LOCAL AND COAST NEWS.

One sees so many items without think-

ing of their origin that it is quite possible

many people have forgotten why guineas

were so called, remarks a Home Journal.

The guinea was first coined in Charles II.'s

reign, together with five-guinea, two-

guinea



# BY TELEGRAPH.

["CHINA MAIL'S" EXCLUSIVE SERVICE.]  
[Supplied by Reuters via Bombay.]  
[Received on June 16 at 5.46 p.m.]

## INTERNATIONAL COURTESIES.

### KING EDWARD DISTRIBUTES DECORATIONS.

King Oscar appointed a British Admiral.

LONDON, June 16, 2.20 p.m.

It is officially announced that King Edward has appointed King Oscar of Norway and Sweden to be a British Admiral, has conferred the Order of the Garter upon Crown Prince Oscar of Norway and Sweden, and has conferred the chain of the Royal Victorian Order upon the Khedive of Egypt.

["CHINA MAIL'S" EXCLUSIVE SERVICE.]  
[Supplied by Reuters via Bombay.]  
[Received on June 16 at 5.46 p.m.]

## THE MOROCCO QUESTION.

### COMPLICATION PROBABLE.

France and Arms and Ammunition.

LONDON, June 15, 2.40 p.m.

It is understood that France is turning the screw in southern Morocco and is stopping the importation of arms and ammunition for the Sultan's troops, while at the same time she is winking at a similar importation of munitions of war for the pretenders.

["REUTERS' SERVICE.]

## THE LATE GREEK PREMIER.

### How the Assassin Killed Him.

LONDON, June 14.

M. Delyannis is dead; there will be a state funeral on Friday. The murderer approached as if to greet M. Delyannis, kissed his hand, and simultaneously plunged a dagger into his stomach; death speedily followed.

## PEACE PROSPECTS.

### Meeting of Plenipotentiaries Possible.

Count Lambsdorff, replying to President Roosevelt's proposal, said that the Tsar rejoiced that the President's views were completely in accord with his own in regard to the general agreement so essential to the welfare and progress of all mankind; and added that the Russian Government in no wise objects to the principle of a meeting of plenipotentiaries if Japan expresses a desire.

## The Russian Reply.

The text of the Russian reply published in St. Petersburg has evoked general disappointment.

## FRANCE AND GERMANY.

### Political Difficulties Arise.

LONDON, June 14.

M. Rouvier is encountering unexpected difficulties in selecting a Foreign Minister and an Ambassador to Berlin; in the meanwhile Count Tattenbach is strong threatening the German position and has obtained valuable concessions, including the construction of a new port at Tanguier.

## CANTON NOTES.

(From the Chinese Mail.)

CANTON, June 14.

The Canton authorities seem to have awakened to the necessity of introducing sanitation into the city. Last week our correspondent wrote that the Chun King Kuk has been ordered to see that all drains, sewers, and public conveniences are kept in a sanitary condition. Now it appears that the food and vegetable stalls claim the attention of the sanitary officials and the same Kuk (Boyd) has received instructions to report on the matter at an early date and careful precaution is taken to ensure the good quality of the food supply.

## PUBLIC WORKS.

It is reported that the authorities have decided to build 10 to 20 markets within the City of Canton at a cost of \$10,000 each, and the Chun King Kuk has been instructed to prepare a scheme for the purpose. In case no Government land is available, private land properties will be purchased to carry out the scheme. It is also reported that no sign-boards of large dimension calculated to be obstructions in the public thoroughfares are to be allowed to remain; and that hereafter landowners desiring to re-build their houses destroyed by fire or pulled down for reconstruction shall at least allow five feet for the street.

## SUPREME COURT.

### IN SUMMARY JURISDICTION.

(Before His Honour Mr. A. G. Wise, Puisne Judge.)

Friday, June 16.

The Tai Wing sued Leung Yam for \$272.80. Mr. R. Harding appeared for the plaintiff and Mr. Goldring for the defendant. Mr. Goldring consented to judgment for \$102, execution being stayed one week.

Shui Chop Hing sued Fung Cheng Yee and another. Mr. C. F. Dixon appeared for plaintiff and Mr. P. W. Goldring for defendant. Mr. Goldring also consented to judgment in this action, execution being stayed 10 days.

The Yee Hop firm v. the Yee Hing firm (claim for \$897.93). Mr. P. W. Goldring appeared for the plaintiff and Mr. F. X. d'Almeida Castro represented the defendant. Mr. Goldring stated that the action was concluded. Some time ago Mr. T. Sorcombe Smith referred the matter to the Registrar to take an account. That account had been made and it showed a sum due to plaintiff. Mr. d'Almeida Castro pointed out that the question of costs had still to be decided.

Mr. Goldring—I submit I am entitled to judgment with costs. The Puisne Judge set the case down for hearing on Monday morning.

The following are the most important cases set down for the ensuing week.

Ngai Sam v. Li Wai Tong and another, \$841.28. Monday, 10.15 a.m.

Li Kwai v. Yik Wing, \$500. Monday afternoon.

Wong Chung Hing v. Yik Wing, \$500. Monday afternoon.

The Tung Shing Tong v. Chau Shing Yu, \$1000. Tuesday.

Dartley and Company v. Chop Yik, \$384.05. Wednesday.

Dartley and Company v. Wing Lam, \$115.17. Wednesday.

The Tao Loong v. Siu Chin, \$250. Thursday.

## CORRESPONDENCE.

### MISLEADING ADMIRALTY RETURNS.

(To the Editor of the China Mail.)

Sir,—In October last year the Navy League made a protest under the above heading against the Dilke return published by the Admiralty, which in their opinion was misleading, many of the older battleships being classed as effective which naval experts agreed were not fit to lie in the line.

Special attention was then called to the six "Admirals," which were launched between 1882 and 1885, so that they are vessels of ancient construction and design. The principal armament of these ships consists of 67-ton guns, which are only partially protected; their secondary armament of 4 in. guns has no protection whatever; their speed is only sixteen knots; their absolute armour extends over less than half their length; and if it is said that some battleships of similar date have been retained in the French and other navies it is important to note that the latter have in all cases been reconstructed.

Now that the return for 1905 is issued we find these six ships and the "Rams" still again classed as first-class battleships, while the "Colossus," "Edinburgh," "Thunderer," and "Devastation" are returned as second-class battleships, and the "Hero" and "Conqueror" are in the return as third-class battleships, the six vessels being all older than the "Admirals."

Thus we have the British battleship force augmented by thirteen battleships for a return presented to the House of Commons, though several of the ships have practically been condemned by the Admiralty themselves under Return No. 74 of 1905—"Ships of Comparatively Small Fighting Value, whose Armaments have not been Surrendered."

It is worth remarking that the latter return, which was moved for by Mr. Robertson, showing the "Sans Pareil," "Colingwood," "Ham," and "Conqueror" as of "small fighting value," is dated some week previous to the Dilke return.

Let us now turn to the official Navy List, we shall find even more glaring contradictions. The Dilke return, dated March 23, showed fifty-nine completed battleships, but in page 2706 of the Navy List—"List of Ships of the Royal Navy arranged in their various Classes"—for January, February, and March only fifty-two are shown, though it includes six of the "King Edward VII" class, which are accounted for as building in the Dilke return.

But even the Navy Lists are inconsistent. The April Navy List shows an addition of five "Admirals," two "Colossuses," and two "Thunderers" in nine ships, though the "Sans Pareil," "Colingwood," "Hero," and "Conqueror," which are effective according to the Dilke return, are only shown in the Navy List among ships "for sale."

## THE CANTON-HANKOW RAILWAY.

### The Syndicate's Right to be Bought Out.

It has been reported through native sources, that the negotiations, which have been carried on with the American Government for the retrocession to China of all rights and privileges connected with the Canton-Hankow railway, are now advanced to a stage.

The Emperor, at the suggestion of his advisors, had handed the matter over to the skillful hands of Chang Chih-tung, and Loug, the Chinese Minister at Washington, who were empowered to adjust the difficulties and regain the rights which were jeopardized.

It is now said that the Chinese Minister has secretly advised the Viceroy of the Two Hubs, and has intimated that if seven million taels can be provided, the agreement may be annulled.

Chang Chih-tung thinks that this money can be managed, and has roughly allotted the sum to the three provinces concerned, i.e. Hunan and Hupeh are to be assessed at two millions each, and Kwangtung at three millions.

Our authority thinks that the four millions can be raised by the two northern provinces, because the Viceroy and other officials are earnest in the project, and their influence will go far to guarantee that the necessary funds will be forthcoming.

On the other hand, grave doubts are expressed about Kwangtung, inasmuch as, in the southern province, the moneyed classes are lethargic. However, an appeal has been made to them not to allow themselves to be outwitted by the north.

This matter furnishes another example of the way in which the Chinese allow themselves to become entangled—apparently innocently, but when dealing with outside nations, whereby they lose face, opportunity, and capital.

## PROPOSED STATUS OF HER MAJESTY THE QUEEN IN HONGKONG.

The following correspondence regarding the above subject has been handed to us for publication by the Colonial Secretary:

HONGKONG, 10th March, 1905.

Hon. Mr. F. H. May, C.M.G., Chairman, Coronation Committee.

DEAR SIR,—Mr. Hewitt, on his departure for home, has handed to me the various papers relating to the above fund. I beg to enclose two telegrams which have been received from Mr. Wade, the Secretary, which speak for themselves.

The first, to Mr. Hewitt, reading "I am willing to undertake the Commission at the price named if appointed by His Majesty."

The second, to Sir Paul Chater, reading "I have no objection to Mr. Wade's appointment, but I am sorry to hear that the Committee to ask H. E. the Governor to good enough to forward to the proper quarter their request for permission to erect a statue to Her Most Gracious Majesty the Queen."

Might I ask you, as Chairman of the Committee, to put forward their application to H. E. the Governor.

I am, etc.,

St. GERSHON STEWART, Acting Hon. Secretary, Coronation Committee.

Colonial Secretary's Office, HONGKONG, 22nd March, 1905.

Sir,—In reply to your letter of the 10th inst., relative to the proposed Statue of Her Most Gracious Majesty the Queen, I am directed to inform you that His Excellency the Governor has requested the Secretary of State for the Colonies to forward the application of the Coronation Committee to the proper quarter for the Royal approval.

I have, etc.,

Sd., F. H. MAY, Colonial Secretary.

The Hon. Mr. Gershom Stewart.

GVERNOR'S DESPATCH TO SECRETARY OF STATE.

Government House, Hongkong 14th March, 1905.

Sir,—I have the honour to inform you that the Committee which carried out the arrangements for the celebration in Hongkong of the occasion of the Coronation of Her Majesty the King and Queen desire to utilise funds which still remain in their hands for the erection at Hongkong of a Statue representing Her Majesty the Queen, and to employ Mr. George E. Wade, eminent Sculptor, to make the Statue.

I have now to request that you will be good enough to forward to the proper quarter this application for the Royal permission for the erection of the Statue and, if granted, that you will ascertain the wishes of the King with regard to the artist to be entrusted with the work.—I have, etc.,

Sd., MATTHEW NATHAN, Governor, &c.

The Right Honourable Alfred Lyttelton, K.C., M.P.

REPLY FROM THE SECRETARY OF STATE.

Downing Street, 12th May, 1905.

Sir,—I have laid before the King your despatch No. 73 of the 14th of March and His Majesty has been pleased to approve the proposal to erect in Hongkong a Statue of Her Majesty the Queen.

His Majesty has also been pleased to approve the suggestion that the Statue should be made by Mr. George Wade.

I have, etc.,

Sd., ALFRED LYTTELTON, Governor Sir M. Nathan, K.C.M.G.

## THE "KASUGA" IN THE BATTLE.

### Account by an Eye-witness.

The special correspondent of the Asahi at Moji has obtained the following account of the recent naval fighting from the party of officers and men belonging to the cruiser "Kasuga," who brought the "Orel" to Maizuru, and then left for Saicho, via Moji.

The cruiser "Kasuga" was with the squadron under the direct control of Admiral Togo, and cleared for action before daylight on Saturday, the 27th ultimo. She had loaded more coal than usual, and was warning orders. At 3 o'clock in the morning a warning was received by wireless telegraphy—"The enemy in sight,"—and soon the order was given to the fleet to leave; which we did like an arrow from a bow. Presently the glow of the new day appeared in the east. The sea was hazy and we could not see far. The fleet advanced while carefully watching for the enemy. At about 10 o'clock two or three Russian ships were observed to starboard steaming northwards. The next moment more ships came into view, one after another, until we counted 22, followed by a number of destroyers and torpedo boats. They were formed in a straight line and steaming north-eastwards. At 2.07 in the afternoon the Russians opened fire, at a range of 8,000 metres, and we held our fire until the enemy approached to within 5,000 metres. By this time the Russians were steaming at the rate of 12 knots and the Japanese at 14 to 15 knots. Our fleet turned its course and went over to the port side of the enemy, from where we sent the seven shots. The "Kasuga" was next the "Nishin," and the "Nishin" had to lead off the enemy. At first the range of the Russian fire was fairly accurate, but generally the Russians wasted their ammunition. The action was at its climax for five or six minutes from 2.14 o'clock. In the meantime the Japanese again altered their course, and kept up the pursuit. One division was led by the "Izumi," followed by the "Yakumo," "Iwate," "Asama," "Tokida," and "Azuma," and another division was led by the "Mikasa," followed by the "Shishima," "Fujii," "Asahi," "Nishin," and "Kasuga."

Having greater speed, the Japanese ships always pressed the enemy from ahead, and in about 40 minutes from the time the first shot was fired the Russian fleet was thrown into confusion and disorder. The Japanese ships formed into two or three divisions, and each division fired as it thought fit. The "Kasuga" directed a rapid fire upon a battleship ahead. Disorder among the Russians became worse. Close fighting ensued, and one Russian ship was sunk and others caught fire. High seas dashed against the sides of the "Kasuga" and water rushed in through our gun holes. Officers and men got thoroughly wet, and our telescopes were rendered useless by sea water, but all were in the highest spirits and fought gallantly. One division pressed the enemy from the north and two other divisions from the south.

At 7.30 o'clock in the evening the "Kasuga" was ordered to cease firing. Fighting was suspended for the time being. Then the fleet resumed the pursuit, fighting being continued at intervals throughout the night. Our division pursued the "Orel" and three other Russian ships, and at 8 o'clock on the evening of the 28th the "Orel" was overtaken, when she showed a piece of red cloth at the masthead and offered to surrender. She was captured, and covered by the "Nishin" and "Kasuga," arrived at Maizuru at noon on the 30th ultimo.

During the fighting the crew of the "Kasuga" were absorbed in their respective duties and heard nothing of the experience of other ships. The Russian fleet, it was observed, was thrown into confusion when the sinking of the "Suzhou" took place. The complement of the "Orel" was 820, but when she was boarded by our officers and sixteen men having been killed in the fighting, 700 officers and 40 men were wounded, and two of the wounded died after we had taken over the ship, and their remains were buried at sea after the arrival of the vessel at Maizuru, in accordance with their wishes. The Captain of the "Orel" was wounded on the night of the 27th and died before reaching port. The battleship was hit by some forty 8-inch shot and over 60 projectiles of guns of different calibre above the water-line. Her masts and other deck-work were shatterd off, and she is in a very battered condition.

## BY WHARF AND WAVE.

The captured steamer "Romulus," which was subsequently wrecked off Aomori, has been sold for Yen 28, 83.

The "Angara" and "Kazan" raised at Port Arthur have been renamed "Angara Maru" and the "Kasuga Maru" respectively and placed under the commission of the Kure Port Admiralty.

Some anxiety was caused a fortnight ago by the discovery that the sea off Saicho of a ship's papers belonging to the "Kanagawa Maru," which had sailed for Seattle a few days before, says the Japan Chronicle. We pointed out at the time that they were probably old receipts, &c., thrown aboard by the purser, as it appears that this is a very often done. News has now been received by the naval office of the Nippon Yusen Kaisha that the "Kanagawa Maru" is probable that when it is learned how easy it is to cause anxiety respecting ships at sea, the practice of throwing aboard old bills, chits, &c., will be discontinued and the more destructive method of burning them resorted to.

An extraordinary incident occurred at the fishing village of Buckie (Banffshire), on May 4, when the large boat "Laverock" which had only the master on board, was seen to hoist sail and put to sea. The boat which is about 80 ft. long, usually carries a crew of eight, but the master had managed to hoist sail with the steam sloop. A steamer drifter, manned by a large crew, put to sea to bring the "Laverock" back, but the ship had got a start of two miles, and was going well with a favourable wind in the direction of the north. The incident excited much excitement among the fishermen, as with the wind increasing, the chase had to be a stern one. Great crowds watched the two ships until they passed out of sight.

A new type of lifeboat, designed by Capt. C. Brude, of Norway, has successfully sailed from Alesund, Norway, to St. John's on the starboard side of the Atlantic, occupying about fourteen weeks on the journey. It is of an original type, and judging from her remarkable trip across the Atlantic, she may claim to be an extraordinary safe craft. Its name is the "Uradd," and it may be roughly described as egg-shaped; it is 18 ft. in length overall, and measures 8 ft. on the keel. She is built entirely of steel, the frames being steel angles, twenty the skin being thin steel plating. She is almost entirely covered in. She has been designed to accommodate as large a number of people as possible, and it is claimed that twenty persons can be made fairly comfortable, and that she is capable of carrying safely, in an emergency, as many as twenty-five, being steel angles, twenty the skin being thin steel plating. She is almost entirely covered in. 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## Shipping.

## PENINSULAR &amp; ORIENTAL STEAMSHIP NAVIGATION COMPANY

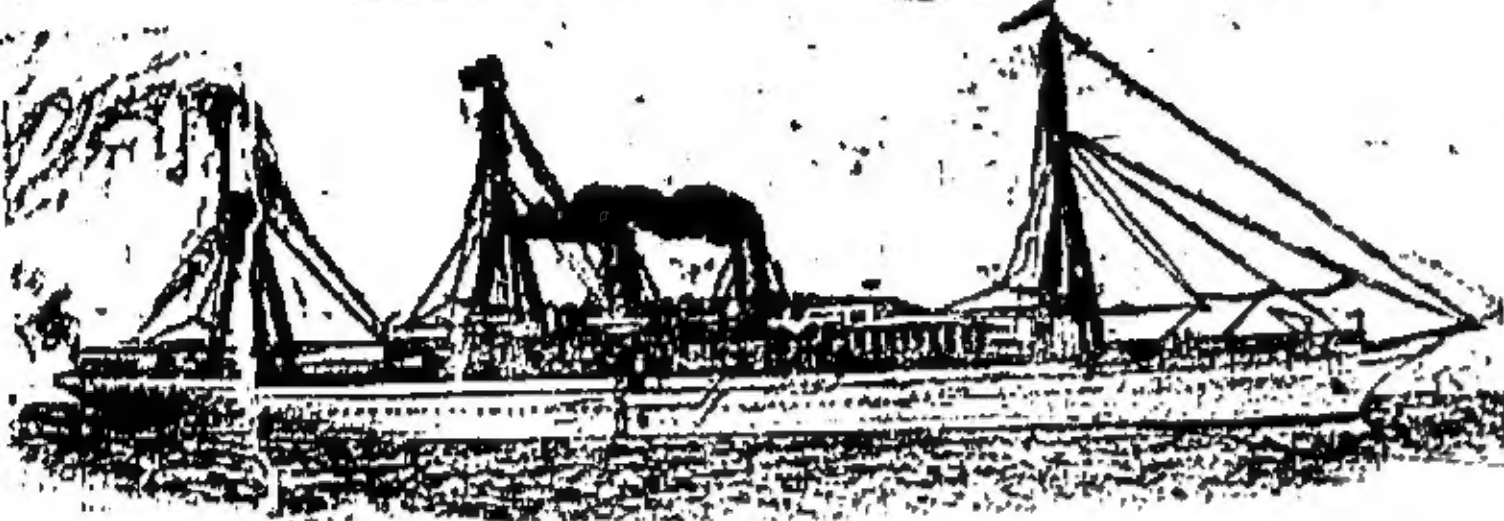
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

PORTS	VESSELS	TO SAIL ON	REMARKS
LONDON, &c.	BENGAL	Noon, 17th June.	See Special Advertisement
SINGAPORE, COLOMBO & CALCUTTA	BANCA	About 17th June.	Freight only.
YOKOHAMA, via SHANGHAI, MOI, and ROBE (Passing through the INLAND SEA).	FORMOSA	About 24th June.	Freight and Passage.
LONDON & ANTWERP, via SHANGHAI, MOI, and ROBE.	PALERMO	About 27th June.	Freight only.
SINGAPORE, COLOMBO, PORT SAID AND MARSSEILLES.	E. G. ANDREWS		

\* Calling at PENANG if sufficient inducement offers.  
For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 14, 1905.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

R.M.S. PHOENIX SAILING FROM HONGKONG. (Subject to Alteration).  
EMPEROR OF INDIA, Com. E. DEVEREAUX, R.N.R. 6000 Tons WEDNESDAY, June 21.  
TARTAR, Com. W. DAVENPORT, R.N.R. 4425 Tons WEDNESDAY, July 5.  
EMPEROR OF JAPAN, Com. H. PETER, R.N.R. 6000 Tons WEDNESDAY, July 12.  
EMPEROR OF CHINA, Com. R. ANCHUTAL, R.N.R. 6000 Tons WEDNESDAY, Aug. 2.  
ATHENIAN, Com. S. ROBINSON, R.N.R. 3882 Tons WEDNESDAY, Aug. 9.

Hongkong to London, 1st Class, via St. Lawrence £80. via New York £82.  
Intermediate on Steamers, £40. " £42.  
and 1st Class Rail, " £40. " £42.

THE magnificent "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually makes the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for the class. Passengers booked through to all principal points and the PALATIAL OVERLAND TRAINS (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Pedder Street.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOI, ROBE & YOKOHAMA, FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL AT DAYLIGHT ON
NICOMEDIA	4870	WAGNER	July 1, 1905.
NOMANTIA	4870	BRENNER	July 16, 1905.
ARABIA	4483	METZENTHIN	Aug. 6, 1905.
ARAGONIA	6198	SCHULTZ	Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.  
Hongkong, June 14, 1905.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMSHIP	LEAVING
TAMSUI, via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 18th June, 8 a.m.
SHANGHAI, via SWATOW, AMOY AND POHOOW.	TRIUMPH	MONDAY, About June 19.
ANPING, via SWATOW AND AMOY.	PROMISE	TUESDAY, June 20, 10 a.m.
TAMSUI, via SWATOW AND AMOY.	PROTEUS	SUNDAY, June 26, 8 a.m.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

Taking Cargo on Through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, June 15, 1905.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOI, ROBE AND YOKOHAMA.

Steamers	Tons	Captains	To SAIL
PLEIADES	3765	F. G. Furlington	About June 30.
SHAWMUT	3606	E. V. Roberts	About July 12.
TREMONT	3606	T. W. Garlick	About Aug. 8.

Cargo only.

CREAM FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each cabin. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

JOHN'S BUILDINGS, Hongkong, May 9, 1905.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED,

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	TO	DATE
GLASGOW AND LIVERPOOL	AMSTERDAM	23rd June.
GLASGOW AND LIVERPOOL	AMSTERDAM	30th June.
GLASGOW AND LIVERPOOL	AMSTERDAM	7th July.
GLASGOW AND LIVERPOOL	AMSTERDAM	14th July.
GLASGOW AND LIVERPOOL	AMSTERDAM	21st July.
GLASGOW AND LIVERPOOL	AMSTERDAM	28th July.
GLASGOW AND LIVERPOOL	AMSTERDAM	4th August.
GLASGOW AND LIVERPOOL	AMSTERDAM	11th August.
GLASGOW AND LIVERPOOL	AMSTERDAM	18th August.
GLASGOW AND LIVERPOOL	AMSTERDAM	25th August.

## HOMEWARDS.

FROM	TO	DATE
GENOA, MARSEILLES & LIVERPOOL	AMSTERDAM	20th June.
AMSTERDAM, LONDON & ANTWERP	AMSTERDAM	27th June.
LONDON, AMSTERDAM & ANTWERP	AMSTERDAM	4th July.
LONDON, AMSTERDAM & ANTWERP	AMSTERDAM	11th July.
LONDON, AMSTERDAM & ANTWERP	AMSTERDAM	18th July.
LONDON, AMSTERDAM & ANTWERP	AMSTERDAM	25th July.
LONDON, AMSTERDAM & ANTWERP	AMSTERDAM	1st August.
LONDON, AMSTERDAM & ANTWERP	AMSTERDAM	8th August.
LONDON, AMSTERDAM & ANTWERP	AMSTERDAM	15th August.
LONDON, AMSTERDAM & ANTWERP	AMSTERDAM	22nd August.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FROM	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	AMSTERDAM	19th July.

## WESTWARD.

FROM	TO	DATE
TACOMA, SEATTLE, VICTORIA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	AMSTERDAM	20th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 9, 1905.

## CHINA NAVIGATION CO., LD.

FOR	STEAMSHIP	TO SAIL
CHEFOO	CHONGKING	17th June.
SHANGHAI	CHONGKING	19th June.
YOKOHAMA AND KOBE	CHONGKING	20th June.
MANILA	CHONGKING	20th June.
SWATOW, WEIHAIWEI, CHEFOO	CHONGKING	20th June.
AND TIENTSIN	CHONGKING	20th June.
CEBU & ILOILO	CHONGKING	22nd June.
MANILA, ZAMBOANGA, PT. DAVIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHONGKING	10th July.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivaled Table, and a fully qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.R.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, June 16, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	A. H. Noddy	Manila	June 17, at Noon.
ZAFIRO	2540	R. Rodger	Manila	June 24, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, June 12, 1905.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. NORDPOL ..... About 22nd June.

S.S. INDRAWADI ..... About 25th July.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, June 12, 1905.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast. Proposed SAILINGS FROM HONGKONG

STEAMSHIP	TO SAIL
MONTESE	About June 27.
ST HUGO	About July 15.
SHIMOSA	To follow.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

Hongkong, June 9, 1905.

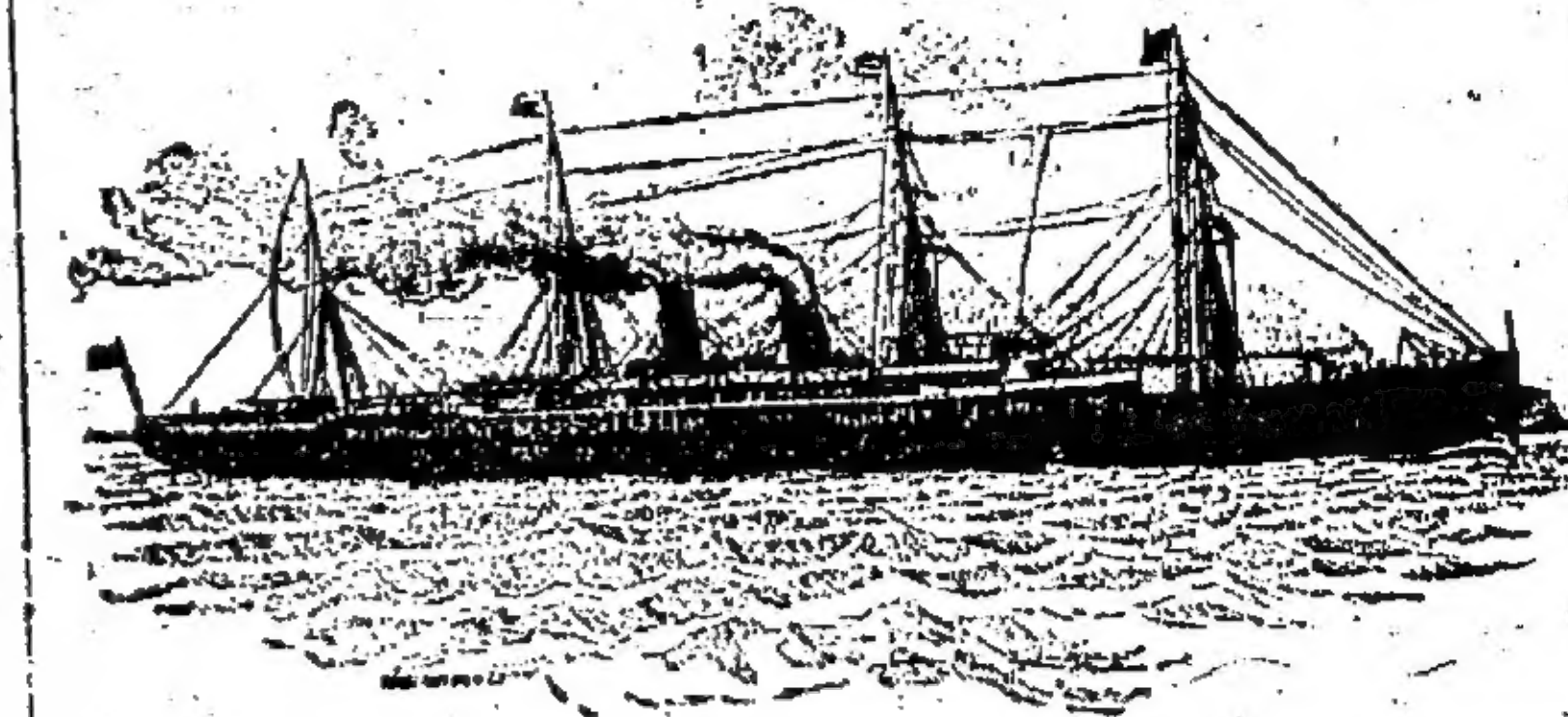
## Shipping.

## PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on the most fertile and beautiful island of the PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

COPTIC	4,362 Gross Tons	THURSDAY	22nd June, at Noon.
SIBERIA	11,284	THURSDAY	6th July, at Noon.
MOKOIA	13,689	THURSDAY	13th July, at Noon.
CHINA	5,660	FRIDAY	28th July, at Noon.
DORIO	4,784	FRIDAY	11th Aug., at Noon.
MANOCHURIA	13,689	FRIDAY	18th Aug., at Noon.
KOREA	11,276	FRIDAY	1st Sept., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-29th, 1902; 10 days, 15 hours.

THE O. & O. Steamship COPTIC will be dispatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on THURSDAY, the 22nd June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, HONGKONG, June 15, 1905.

S. SILVERSTONE, Agent.

Hongkong, June 15, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMSHIP	TO SAIL
TIENTSIN	WOSANG	SATURDAY, June 17, at Noon.
SINGAPORE, SOUBA, BATA & SAMARANG	HOPSANG	SATURDAY, June 17, at Noon.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Nowohwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, June 15, 1905.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks—

S.S.	Captain
SWANLEY	J. P. DAWSON
COURTFIELD	W. E. MARTIN
GRANLEY	M. ROBERTSON
KEEL	C. E. COX
LOTHIAN	J. G. WILLIAMSON
INXUM	E. S. PEARSE
RIKH	J. ROWLEY
ROBALA	GET. SMYTH
INDRASHAMA	R. P. CHAYEN
INDRASHAMA	J. CULINGTON
SEALDA	GEO. BROWN
CALMINE PARK	CORP.
INKULA	DEAN

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Chartered Steamship EMMA LUYKEN, Captain MARTENS, will be dispatched for the above Port on SATURDAY, the 17th inst., at 8 p.m.

For Freight or Passage, apply to DOUGLAS LAITRAIK & Co., General Managers.

Hongkong, June 15, 1905.

## GREAT NORTHERN STEAMSHIP COMPANY.

Operating in conjunction with THE GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U. S. A.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (Passing through the INLAND SEA OF JAPAN).

THE Magnificent New Twin-screw Steamship 'MINNESOTA', Tons 20,718-Gross Reg.

Will sail on TUESDAY, the 20th June, at Noon, conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rate to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to NIPPON KISEN KAISHA, Agents.

Hongkong, June 13, 1905.

## Shipping.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship BENGAL, Captain G. PHILLIPS, carrying His Majesty's Mail, will be dispatched from this for BOMBAY, on SATURDAY, the 17th June, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's s.s. Britannia, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Goods for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Calcutta, due in London on the 30th July, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, June 3, 1905.

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship ZAIDA, Captain C. WILLIS, will be dispatched as above on TUESDAY, the 20th June, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, May 13, 1905.

## BEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship BENLOMOND, Captain HENDERSON, will be dispatched as above on or about SATURDAY, the 24th June.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 13, 1905.

## AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAM FOR TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, Red Sea, Black Sea, LEVANT, YENICE and ADRIATIC PORTS.)

THE Company's Steamship NIPPON, Captain SOHN, will be dispatched as above on THURSDAY, the 23rd June, p.m.

This Steamer has accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply



Intimations.

**MIYAKO HOTEL,**  
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.  
December 6, 1904.

**OSAKA HOTEL,**  
NAKANOSHIMA PARK,  
OSAKA, JAPAN.

(TELEPHONE: No. 715, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.  
R. EARI, Manager.

December 5, 1904.



ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN-DOWN. We wonder how we stood the heat of January and February so well, only to collapse when the weather is appreciably cooler. The reason is that the Summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again. IN CHOOSING AN APERIENT we look for certainty of result, gentleness of action, and palatableness. LAXATIVE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as specially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary.

SOLE BY ALL CHEMISTS AND STOREKEEPERS.

**CHAMPAGNE.**

**VEUVE CLICQUOT PONSARDIN**

RUEIMS.

Maison fondée en 1783. WERLE & Cie., Succrs.

ENDLAND DRY, ENGLAND DRY, DRY ENGLAND, (EXTRA DRY).

\$48 per case of 12/1 or 24/2 bottles.

When asking for "CLICQUOT," that is to say, for the genuine "LA VEUVE CLICQUOT," the public are cautioned against accepting other brands with closely resembling names and labels.

APPLY TO—

**CHINA EXPORT-IMPORT & BANK-CIE,**

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

Hongkong, May 9, 1905.

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMER OORANIE.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or S.S. Ooranie, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharves and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, Tuesday, the 20th Inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th Inst., or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 20th June, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, June 13, 1905.

NOTICE TO CONSIGNEES.

STEAMSHIP BENARTY.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharves and Godown Co., Ltd., whence and from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 19th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 12, 1905.

CHINESE SCHOOL BOOK

II.—Tein Tze Man.  
Translated into English  
by Dr. R. J. RITZEL.  
Printed by  
J. CHINA MAIL Office & Wyndham Street.

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1903, £16,608,650.

Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £1,687,500 0 0

II—Fire Funds £3,058,961 12 3

III—Life & Annuity Funds £13,154,188 10 7

Revenue Fire Branch—

Life & Annuity £1,615,705 11 9

Branches—

£2,550,883 11 9

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

The Undersigned, Agents for the above Company, are prepared to accept Fire Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 23, 1904.

FIREMAN'S FUND INSURANCE CO.

or

SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.

ASSETS, GOLD, £5,858,820 37

NET SURPLUS, GOLD, £2,168,118 80

INCOME, GOLD, £3,470,787 63

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904.

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at "CHINA MAIL" Office.

Price 50 Cents each.

AN AUDACIOUS SWINDLE.

A Warning to Residents.

An incident occurred in Kobe a few weeks ago to which the Japan Chronicle thinks it is worth directing attention by way of warning. A man presented himself at the Kobe office of the Chartered Bank, and, stating that his name was B. Harris, and that he had an account in the Bank at Hongkong, asked to be permitted to draw the sum of two hundred yen.

Naturally he was told that he could not be permitted to do this unless his draft were endorsed by some one in Kobe. 'Harris' replied that unfortunately he only knew Captain Devenish in Kobe, and that Captain Devenish was away. Would the signature of Mrs Devenish do? The Bank officials replied that the lady's signature could be sufficient.

'Harris' then called upon Mrs Devenish and represented that he was a friend of her husband's and owed him a matter of two hundred yen. He found, however, Captain Devenish was away from Kobe, and therefore he would ask her to sign two papers, which he would leave at the Chartered Bank, where her husband must apply on his return for the money due. By this clever ruse the man secured Mrs Devenish's signature, and immediately presented the endorsed draft at the bank, where it was duly cashed.

As was to be expected, the document was returned from Hongkong marked 'no effects,' and application has been made by the Bank to Mrs Devenish for repayment of the two hundred yen paid 'Harris'.

Into the legality of the claim made we cannot enter here, though it appears that neither Captain nor Mrs Devenish has any account at the Chartered Bank, and Mrs Devenish's signature is not known to any of the Bank officials. Still, it must be admitted that a Bank which made so strict a rule in this matter would probably be criticised rather unfavourably. Our chief object, however, is to warn the public against a repetition of this trick either in Kobe or in any other port of the Far East. No document presented by a stranger should be endorsed unless there is good evidence of identity.

MAKING A KNIFE.

Starting with a bar of steel made from best Swedish iron and rolled to a convenient width and thickness at one of the rolling mills in Sheffield which prepare metal for the various trades, by a series of quick blows with his hammer the craftsman forms a rough semblance of a blade; the work being performed at a 'hearth' or furnace similar to that of the ordinary village smithy. But by far the most delicate and important part of the work (says a writer in Britain at Work) is that of hardening or tempering, upon which the cutting power of the instrument depends. A sharp, durable edge is everything to a knife, and indifferent hardening will destroy the very best steel. Hardening is accomplished by heating the blade and plunging it suddenly into water or oil. If the blade is heated to an extreme temperature the edge will be as brittle as glass, and liable to snap while if the temperature be too low it will be too soft to cut. The workman has nothing to guide him except the tint of the hot metal, assisted by his experience. The universal plan is to produce a too high temper at the first operation, and to let it down by one or more heats and coolings. The superior properties of Sheffield cutlery is believed to be largely due to the softness and peculiar property of the water used for hardening. It is also a tradition that the more the water is used for the purpose the better are the results, and it is said that many of the tanks have not been emptied for a great number of years. Pen and pocket knives blades are made wholly of steel, but in table cutlery the tang or Shank and the bolster (the raised portion between the blade and handle) consists of iron, which the forger welds to the steel blade. After the former comes the turning of the grinder. A modern grinding 'wheel' is usually a company undertaking, in which steam power is provided for a considerable number of sets of grindstones, the actual uses of which work independently of one another and pay a rent to the company for the facilities provided. These grinders are, in fact, small employers, or 'little masters,' to use the vernacular phrase; they undertake to supply one or more cutlery firms with ground blades, and pay men and boys by piece to do the work. Only a few cutlery firms grind on their own premises. The blades, having been ground, are then lapped, glazed, and polished on emery and other stones, and taken to the cutter, whose duty it is to put the parts together and turn out a finished knife.

FOR CANTON.

THE new and fast Twin-Screw Steamer SHUN CHONG, 561 Tons, Captain J. McGINLEY, will leave for Canton at 9 p.m., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

ORIENTAL STEAMSHIP CO., LTD., No. 138, CONNAUGHT ROAD CENTRAL, Hongkong, April 1, 1905.

FOR CANTON.

THE new and fast Twin-Screw Steamer SHUN CHONG, 561 Tons, Captain J. McGINLEY, will leave for Canton at 9 p.m., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

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ORIENTAL STEAMSHIP CO., LTD., No. 138, CONNAUGHT ROAD CENTRAL, Hongkong, April 1, 1905.

Intimations.

STEAM TO CANTON.

THE new Twin-Screw Steel Steamer, KWONG CHOW, 1,300 tons, Captain J. P. MARIN, KWONG TUNG, 1,238 tons, Captain H. W. WALKER, Leave HONGKONG for CANTON at 9 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 6.30 clock Every Evening (Sunday excepted).

These fine new Steamers have excellent accommodation for First Class Passengers and are lit throughout by Electricity. Passage Fare—Single Journey, \$4.00 Meals, \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office. SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, November 3, 1904.

HONGKONG-MACAO LINE.

S. S. 'WING CHAI,' Captain T. AUSTIN, R.N.R. ON WEEK DAYS at 7.30 A.M.; and on SUNDAYS at 8.30 A.M. Departs from Macao on Week Days about 2.30 P.M., and on Sundays at 5.30 P.M. Fares—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1, 3rd class 50 Cents. Every Sunday there will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket \$1, Return \$2, 3rd Class, Single 30 Cents, Return 60 Cents, Steerage 10 Cents.

Any Mails can be supplied on Board at a charge of \$1.00 per Mail. The Survey, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra. First-class Passengers who do not wish to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street. SAM WANG COX, 81, Queen's Road Central, Hongkong, June 1, 1905.

Dentistry.

KWAN LEE SHEUNG, DENTIST. (STUDENT OF DR. G. O. ROGERS), TAI SAN STREET, CANTON. March 10, 1905.

SIEN TING, Surgeon Dentist, No. 14, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, April 24, 1904.

DR. HARRY FONG, AMERICAN TRAINED DENTIST. ELECTRICAL and Latest Improved Appliances. 51, QUEEN'S ROAD CENTRAL. Hongkong, July 28, 1904.

THE AMERICAN SYSTEM OF DENTISTRY. DR. M. H. CHAUN, 37, DES VUEX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, July 28, 1904.

Contractors.

Tung Tai Tseung Kee Co. ENGINEERS AND SHIPBUILDERS. IRON AND BRASS FOUNDERS. BOILER MAKERS AND COPPER SMITHS. No. 25, PRAYA EAST, WANCHAI, HONGKONG. Call Flag C. Hongkong, February 18, 1905.

KENG TAK CHEONG, GENERAL CONTRACTOR. SITE, BUILDING AND REPAIRING WORKS. BLACKSMITH, JETTY AND LIGHTER BUILDERS AND MASON. No. 38, D'AGUIAR STREET. CONTRACTOR to the War Department, &c., &c. Every Order promptly attended to. 1st Class Testimonials. Communications please address to Mr T. KENG, Hongkong, March 22, 1905.

WING ON, CONTRACTOR AND HOUSEBUILDER. No. 34, D'AGUIAR STREET. CONTRACTOR to H.B.M.'s Government, War Department and Admiralty, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable Prices. Hongkong, March 22, 1905.

HUNG SHING, BUILDING CONTRACTOR. No. 37, D'AGUIAR STREET. CONTRACTOR to H.B.M.'s Government, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable Prices. Hongkong, March 22, 1905.

SING YUEN, CONTRACTOR AND HOUSEBUILDER. No. 32, D'AGUIAR STREET. CONTRACTOR to H.B.M.'s Government, 1901 to 1902, and Admiralty, &c., &c. We keep a large stock of Building Materials also Timber at very Low Prices. Hongkong, March 22, 1905.

SANG LEE & CO. CONTRACTORS AND BUILDERS. No. 59, DES VUEX ROAD CENTRAL. CONTRACTORS to H.B.M.'s Government. We always keep a large stock of BUILDING MATERIALS at Reasonable Prices. Hongkong, February 29, 1905.

Contractors.

TUNG ON, CONTRACTOR AND BUILDER. No. 28, D'AGUIAR STREET. CONTRACTOR to H.B.M.'s Government, &c., &c. Communications please address to Mr Tung On. Also, every kind of Building Materials for Sale. Hongkong, March 23, 1905.

Yau On, HOUSEBUILDER AND CONTRACTOR. No. 40, HOLLYWOOD ROAD. CONTRACTOR to the Admiralty and Chinese Government. Matched Builder, and House Painter. Always in stock a large supply of Building Materials. Hongkong, March 10, 1905.

A WING & CO. CONTRACTORS & HOUSEBUILDERS. No. 75, QUEEN'S ROAD EAST. ALL Communications, please address to Mr ANDREW TSANG WING. Hongkong, February 18, 1905.

Lam Woo & Co., (FORMERLY LEE WOO & Co.) No. 19, LEE YUEN STREET (WEST). CONTRACTORS & HOUSEBUILDERS. CONTRACTORS to H.B.M.'s Government and War Department. We have always in Stock a large Supply of Building Materials, All communications please address to Mr Lam Woo. Hongkong, March 8, 1905.

AH-KING, SLIPWAY. YACHT AND BOAT BUILDER, CARPENTER, Painter, Rigging, Sail and Flag Maker; Brass, Copper and Blacksmith. GENERAL CONTRACTOR. PRAYA EAST, WANCHAI, HONGKONG. Hongkong, February 13, 1905.

TUNG LEE, (Late A. TAY.) SHIPBUILDER, BOATBUILDER. SHIP'S CARPENTER. BLACK SMITH AND CABLES. Office at 374, DES VUEX ROAD WEST, Workshop at YAUMATI. Hongkong, March 22, 1905.

AH-PONG. SHIP AND HOUSE PAINTER, GLAZIER, GRABBER, and SCAPER, CAULKER and CARPENTER. No. 44, DES VUEX ROAD CENTRAL. Hongkong, February 20, 1905.

HANG ON & Co. BUILDERS AND CONTRACTORS. No. 30, D'AGUIAR STREET. CONTRACTORS to H.B.M.'s Government, Admiralty and War Department, &c., &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. No Duty Competition. Hongkong, March 10, 1905.

H. Shiu Tai & Co. HONGKONG & WANCHAI. HEAD OFFICE—117-119, DES VUEX ROAD, HONGKONG. NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS. Wholesale and Retail in Provisions and Tinned Goods, &c., &c. K. SHIU TAI, General Manager. Hongkong, March 10, 1905.

KWONG FOCK CHEONG. SHIP'S CARPENTER. BOAT AND LAUNCH BUILDER. ENGINEER AND BOILER MAKER. HAS EVERY KIND OF TUGS FOR SALE. 55, PRAYA EAST, HONGKONG. Hongkong, March 20, 1905.

SHUN-LEE & CO. SHIP'S CARPENTER. BOAT BUILDER, BLACK SMITH & CAULKER. All kinds of Timber for Sale. No. 50, PRAYA WANCHAI, HONGKONG. C. CHUNG HEE, Manager. Hongkong, March 20, 1905.

A CHOO & CO., GENERAL STOREKEEPERS, NAVAL CONTRACTORS, AND COAL MERCHANTS. HAVE always on hand a large stock. Supplies executed at shortest notice. Well-directed Steam-launches kept for Picnic parties and for Towing purposes. PRICES VERY MODERATE. Telephone No. 160. Hongkong, December 1, 1904.

QUONG YICK, CONTRACTOR AND HOUSEBUILDER. No. 37, QUEEN'S ROAD EAST. CONTRACTOR to H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices. Hongkong, March 20, 1905.

THE PO YICK COY. CONTRACTORS & HOUSEBUILDERS. No. 250, QUEEN'S ROAD EAST, WANCHAI. CONTRACTORS to H.B.M.'s War Department and Admiralty. We keep always in Stock a Large Supply of Timber at Reasonable Prices. Hongkong, February 16, 1905.

KWONG HEP LOONG CO., LIMITED. SHIPBUILDERS AND ENGINEERS. BOILER MAKERS, BRASS AND IRON FOUNDERS. OFFICE—No. 64, DES VUEX ROAD CENTRAL. HONGKONG BRANCH—Interest allowed. On Current Account at the Rate of 2% per annum on the daily balance. On fixed deposits for 12 months, 6% per annum. On fixed deposits for 6 months, 4% per annum. On fixed deposits for 3 months, 3% per annum. TAKEO TAKAMICHI, Manager. Hongkong, May 12, 1905.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORIZED CAPITAL, £1,000,000. SUBSCRIBED, £1,000,000. PAID UP, £1,000,000. RESERVE FUND, £1,000,000. BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST Allowed on Current Accounts at the rate of 2% per annum on the Daily Balances. On Fixed Deposits:—For 12 Months, 4% For 6 Months, 3% For 3 Months, 2% EVAN ORMISTON, Manager. Hongkong, May 2, 1905.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA. INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON. CAPITAL PAID-UP, £2,000,000. RESERVE LIABILITY OF SHAREHOLDERS, £2,000,000. RESERVE FUND, £2,000,000. INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balances. On Fixed Deposits for 12 months, 4% For 6 months, 3% For 3 months, 2% T. P. COCHRANE, Manager. Hongkong, May 10, 1905.

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER). CAPITAL SUBSCRIBED, YEN 5,000,000. CAPITAL PAID-UP, YEN 2,500,000. HEAD OFFICE—TAIPEH, FORMOSA. BRANCHES AND AGENCIES: Amoy, Kobe, Tientsin, Anping, Nagasaki, Hankow, Foochow, Osaka, Yokohama, Keelung, Shanghai.

HONGKONG OFFICE: 4, QUEEN'S ROAD. Interest allowed on Current Account. Deposits received on terms which may be learnt on application. S. SHIGENAGA, Manager. Hongkong, February 2, 1904.

HONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL, £10,000,000. RESERVE FUND, £10,000,000. Sterling Reserve, £10,000,000. Silver Reserve, £5,000,000. RESERVE LIABILITY OF PROPRIETORS, £10,000,000. COURT OF DIRECTORS: H. A. W. SLADE, Esq., Chairman. A. HADLEY, Esq., Deputy Chairman. Hon. C. W. DICKSON, Esq., F. S. SALINGER, Esq., G. GOETS, Esq., H. SCHWARTZ, Esq., G. H. MEDBURGH, Esq., H. B. SHAW, Esq., A. J. RAYMOND, Esq., N. S. SLES, Esq. CHIEF MANAGERS: Hongkong—J. R. M. SMITH, Manager. Shanghai—H. E. R. HUNTER, Manager. LONDON BRANCHES—LONDON AND COUNTRY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2% per annum on the daily balance. On Fixed Deposits:—For 3 months 2% per cent per annum. For 6 months 3% per cent per annum. For 12 months 4% per cent per annum. J. R. M. SMITH, Chief Manager. Hongkong, May 17, 1905.

HONGKONG SAVINGS BANK. THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai Banking Corporation, J. R. M. SMITH, Chief Manager. Hongkong, May 1, 1900.

THE YOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1850. CAPITAL SUBSCRIBED, YEN 24,000,000. CAPITAL PAID-UP, YEN 15,000,000. CAPITAL UNPAID, YEN 9,000,000. RESERVE FUND, YEN 9,750,000. HEAD OFFICE—YOKOHAMA. BRANCHES AND AGENCIES: TOKYO, KOBÉ, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONGKONG, BOMBAY, SHANGHAI, TIENTSIN, NEWCHANG, DALY, PEKING, MUEN, PORT ANTONIO, CHEFOO.

LONDON BANKERS: The London Joint Stock Bank, Limited, Parr's Bank, Limited, The Union of London and Smiths Bank, Limited. HONGKONG BRANCH—Interest allowed. On Current Account at the Rate of 2% per annum on the daily balance. On fixed deposits for 12 months, 6% per annum. On fixed deposits for 6 months, 4% per annum. On fixed deposits for 3 months, 3% per annum. TAKEO TAKAMICHI, Manager. Hongkong, May 12, 1905.

THE PO YICK COY. CONTRACTORS & HOUSEBUILDERS. No. 250, QUEEN'S ROAD EAST, WANCHAI. CONTRACTORS to H.B.M.'s War Department and Admiralty. We keep always in Stock a Large Supply of Timber at Reasonable Prices. Hongkong, February 16, 1905.

KWONG HEP LOONG CO., LIMITED. SHIPBUILDERS AND ENGINEERS. BOILER MAKERS, BRASS AND IRON FOUNDERS. OFFICE—No. 64, DES VUEX ROAD CENTRAL. HONGKONG BRANCH—Interest allowed. On Current Account at the Rate of 2% per annum on the daily balance. On fixed deposits for 12 months, 6% per annum. On fixed deposits for 6 months, 4% per annum. On fixed deposits for 3 months, 3% per annum. TAKEO TAKAMICHI, Manager. Hongkong, May 12, 1905.

THE PO YICK COY. CONTRACTORS & HOUSEBUILDERS. No. 250, QUEEN'S ROAD EAST, WANCHAI. CONTRACTORS to H.B.M.'s War Department and Admiralty. We keep always in Stock a Large Supply of Timber at Reasonable Prices. Hongkong, February 16, 1905.

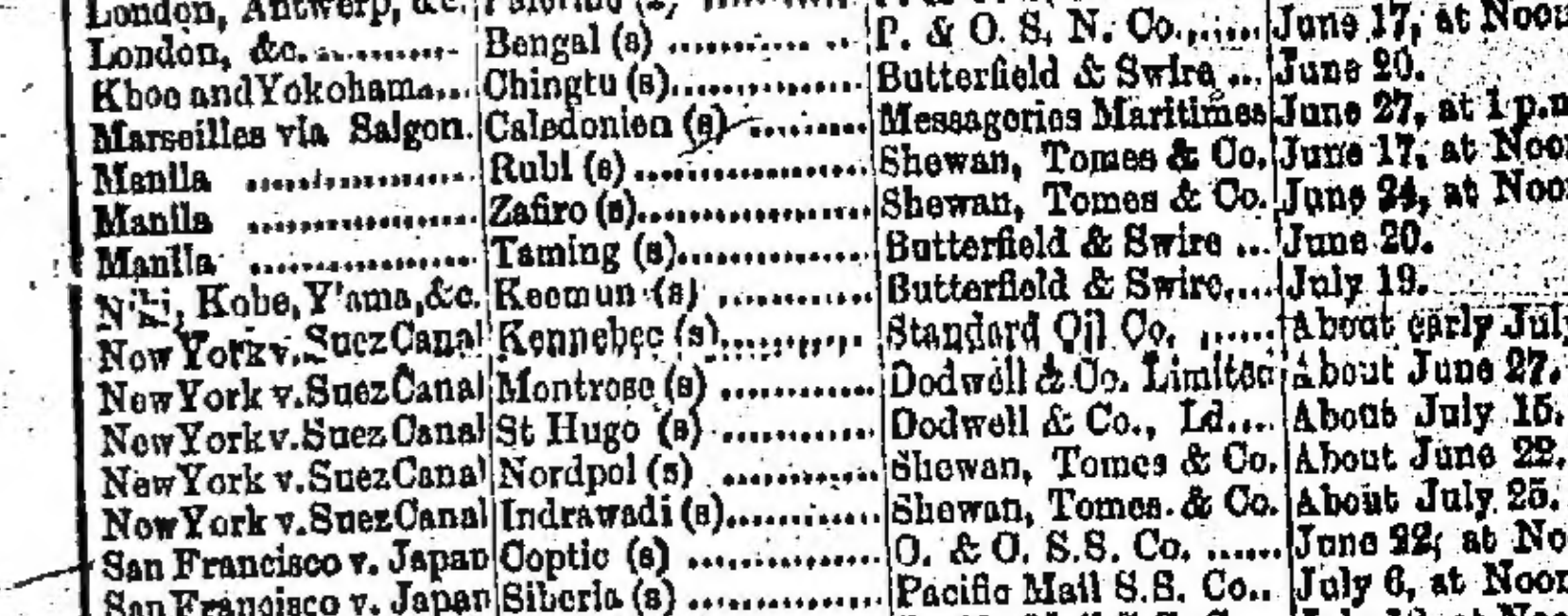
Banks.



### Vessels Advertised as Loading

Destination.	Fuels.	Agents.	Date of Leaving.

Chabres	Kalong (e)	Butterfield & Swire	June 22
Cebu	Douglas (e)	Butterfield & Swire	June 20.
Genoa, Mars., L'pool.	Tetanuschus (e)	Butterfield & Swire	July 20.
Genoa, Mars., L'pool.	Talapat (e)	Java-China-Japan Line	2nd half of July
Japan via Shanghai.	Talapat (e)	China-Yokohama-L'pool	2nd half of July
Japan via Shanghai.	Tajmahl (e)	Java-China-Japan Line	2nd half of June
Java Ports	Minnesota (n)	Nippon Yusen Kaisha	June 20, at Noon
Japan via Shanghai.	Bonhomede (e)	Gibb, Livingston & Co	About June 24.
London & Antwerp	Hysan (e)	Butterfield & Swire	July 19.
L'don, Am'dam, A'er	Glaucus (e)	Butterfield & Swire	August 18.
L'don, Am'dam, A'er	Ajax (e)	Butterfield & Swire	August 1.
L'don, Am'dam, A'er		P. & O. S. N. Co.	About June 27.



San Francisco via Japan	Mongolia (s)	Pacific Mail S.S. Co.	July 18, at Noon
San Francisco v. Japan	China (s)	Pacific Mail S.S. Co.	July 28, at Noon
San Francisco v. Japan	Derie (s)	P. & O. S. S. Co.	Aug. 1, at Noon
Singapore & Bombay	Bancor (s)	P. & O. S. S. Co.	Aug. 1, at Noon
S'hai, Hong Kong	Bancor (s)	P. & O. S. S. Co.	Aug. 1, at Noon
S'hai and Portland, Or.	Nippon (s)	Sander, Wieler & Co.	June 17, at Noon
S'hai and Portland, Or.	Hopson (s)	Jardine, Matheson & Co.	June 17, at Noon
S'hai and Portland, Or.	Tientsin (s)	Butterfield & Swire	June 19, at Noon
S'hai and Portland, Or.	Nicomedia (s)	Portland & A. S. Co.	June 19, at Noon
S'hai and Portland, Or.	Noumuntia (s)	Portland & A. S. Co.	June 19, at Noon
S'hai and Portland, Or.	Arachis (s)	Portland & A. S. Co.	June 19, at Noon
S'hai and Portland, Or.	Arachis (s)	Portland & A. S. Co.	June 19, at Noon
S'hai and Portland, Or.	Enma Luyken (s)	Douglas Luyken & Co.	June 17, at 3
S'hai and Portland, Or.	Erithrie (s)	Oskas Shesun Kaisha.	June 18, at 8

Stow, Amoy & F'chow	Triumph (s) .....	Oake Shosen Kalesha	About June 10
Stow, Amoy & Aping	Promise (s) .....	Oake Shosen Kalesha	June 20, at 10
Stow, Amoy & Tannan	Protéeus (s) .....	Oake Shosen Kalesha	June 25, at 8
Tacoma, St'is, Victoria	Qaula (s) .....	Butterfield & Swire .....	June 20,
Tianjin .....	Wozang (s) .....	Jardine, Matheson & Co.	June 17, at N
Victoria, B.C., Tacoma	Pleiasdes (s) .....	Dodwell & Co. Limited	About June 1
Victoria, B.C., Tacoma	Shawmut (s) .....	Dodwell & Co. Limited	About July 1
Vancouver (B.C.), & Empress of India (s) .....		Canadian P'fic R. Co.	July 21,
Vancouver (B.C.), & Tartar (s) .....		Canadian P'fic R. Co.	July 21,
Vancouver (B.C.), & Empress of Japan (s) .....		Canadian P'fic R. Co.	July 12,

SHARE LIST.—QUOTATIONS				
June 16, 1905.				
Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.
<b>BANKS.</b>				
Hongkong and Shanghai Bank Corp.	80,000	\$ 185	all	\$803½, sellers
National Bank of China, Limited...	99,926	\$ 7	£ 5	£ London, £89.10. \$37, buyers
<b>MARINE INSURANCE.</b>				
Canton Insurance Office Co., Ltd...	10,000	\$ 250	\$ 50	\$325, sellers
		\$ 83.33	\$ 25	\$65, sales & buyers

China Traders Insurance Co., Ltd.	25,000	2	15	2	Tls. 82
North-China Insurance Co., Ltd.	10,000	2	25	0	Tls. 82
United Insurance Society, Ltd.	10,000	2	25	0	\$685, sellers
Young's Insurance Association, Ltd.	8,000	2	100	0	\$1724
FIRE INSURANCES.					
China Fire Insurance Co., Ltd.	20,000	0	100	20	\$87, sales
Hongkong Fire Insurance Co., Ltd.	8,000	0	25	50	\$9024, sales & sell
DOCKS, ETC.					
H'kong & Whampoa Dock Co. Ltd.	50,000	0	50	31	\$197, sellers
G. G. Fenwick & Co., Limited.	5,000	0	25	25	\$332
New Amoy Dock Co., Ltd.	5,000	0	62	6	\$18, sellers
S. C. Furnish, Bogn & Co. Ltd.	55,700	Tls.	100	Tls. 100	Tls. 163, buyers
STEAMBOATS, ETC.					
Obata and Manfii S. S. Co., Ltd.	30,000	0	50	0	\$217, sellers
Dunlop Steamship Co., Limited.	20,000	0	50	all	\$36, sellers

1	H.K. & M. Steamboat Co., Ltd.	80,000	£	15	15	1102, sellers	
2	Indo-China S. N. Company, Limited	80,000	£	10	all	838, sellers	
3	Star Ferry Company, Ltd.	10,000	£	10	10	827, sellers	
4	Shan Tsang & Trading Co., Ltd.	10,000	£	1	1	226, sellers	
5	Taka Tuk and Lighter Co., Ltd.	8,600	Tls.	50	Tls. 50	Tls. 30, sales	
6	Shaugh's Tug & Lighter Co., Ltd.	900,000	Tls.	50	Tls. 50	Tls. 80, sellers	
7	do. Preference.	100,000	Tls.	50	Tls. 50	Tls. 48, buyers	
8	REFINERIES.						
9	Ubina Sugar Company, Limited.....	20,000	£	100	all	£215, sales & sellers	
10	Unzon Sugar Company, Limited.....	7,000	£	100	all	£32, sellers	
11	Perak Sugar Cultivation Co., Ltd.....	7,000	Tls.	50	T	Tls. 71	
12	WHAVERIES.						
13		80,000	£			£10	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	5
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	Singapore Electric Co., Ltd.	18,000	no.	250	all	\$260
4	"Negeri Sembilan Rubber Plantations Co., Ltd."	200,000	do.	100	all	\$270
2	Raub Aust. Gold Mining Co., Ltd.	200,000	do.	1	18/10	#44
4	HOTELS, ETC.					
4	Hongkong Hotel Company, Ltd.	12,000	£	50	all	\$144, sellers
2	Astor House Hotel Ltd. (Tientsin)	9,000	£	Tls. 50	Tls. 50	\$140, sellers
0	Astor House Hotel Co., Ltd. (S'hai)	2,000	£	25	£ 25	\$33, sales
0	DIVERSARIES					
4	A. S. Watson & Co., Limited.	60,000	£	10	£ 10	\$812, sales
2	do.	60,000	£	10	£ 10	\$12, sales
0	Watkins Limited	10,000	£	10	£ 10	\$3, sellers
4	LIGHTING,					
4	NK. and China Gas Co., Limited.	7,000	£	10	£ 10	\$150, buyers
4	Shanghai Gas Company, Ltd.	8,000	Tls.	50	Tls. 50	Tls. 127, sales
2	Hongkong Electric Co., Limited.	30,000	£	10	£ 10	\$172, sales
6	New Electrics (new issue)	30,000	£	10	£ 5	\$172, sales & sell

BRICKS AND CEMENT.							
	Green Island Cement Co., Ltd. ....	100,000	\$	10	10	\$22 1/2	sales & sellers
		50,000	\$	10	5	\$16 1/2	sellers
MISCELLANEOUS.							
	Balls Asbestos Eastern Agency, Ltd. ....	8,804	£	12/8	212/8	\$51	buyers
	United Asbestos Oriental Agency, Ltd. ....	3,000 yards	£	10	4	3/4	
	Limited	100 yards	£	10	10	\$180	
	H.K. Steam Water-boat Co., Ltd. ....	15,700	£	10	10	\$17	sellers
	Hongkong Dairy Farm Co., Ltd. ....	25,000	£	7 1/2	6	\$11	sellers
	Hongkong Ice Company, Limited .....	5,000	£	28	all	\$242	
	Shanghai Waterworks Co., Ltd. ....	7,000	£	10	all	Tia 450	buyers
	H'kong Rope Manufacturing Co., Ltd. ....	10,000	£	50	all	\$152	
	Hongkong Cold Storage & Packing Co., Ltd. ....	120,000	£	5	10	\$103	sellers
	Esso Oil, Spraying and Wear- ing Co., Ltd. ....	20,000	Ts.	60	Ts.	38	buyers

1905	International Cotton Manufacturing Co., Ltd.	10,000	Tls. 76	Tls. 75	Tls. 38, buyers
	Laou-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 32
	Soy Chee Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 00	Tls. 128, sellers
	China Provident Loan Mortgage Co., Ltd.	50,000	Tls. 10	Tls. 10	\$8.75, sellers
	Chong Heng Company, Ltd.	80,000	Tls. 12	Tls. 12	\$122, sellers
	Campbell, Moore & Co., Limited	1,200	Tls. 10	Tls. 10	\$38
	Wm. Powell, Ltd.	12,000	Tls. 10	Tls. 10	\$114, sellers
	Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,200	Tls. 50	Tls. 50	\$50
	South China Morning Post	6,000	Tls. 25	Tls. 25	\$23, sellers
	COAR COMPANIE.				
	Philippine Co., Ltd.	47,500	Tls. 10	Tls. 10	\$34, sellers
		500	Tls. 500	Tls. 100	\$100

DATE.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1888 Mts. 767,200/Mts. 2507 1/2 p. annum/Par.				
VERNON and SMITH, Share-Brokers				

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